

REMARKS

In this paper, claims 1, 35 and 40 are currently amended. After the entry of the above amendments, claims 1-40 are pending, and claims 41-42 have been canceled.

The applicants appreciate the allowance of claims 5-7 and 11-34.

Claims 1-4, 8-10 and 39 were rejected under 35 U.S.C. §102(e) as being anticipated by Katou, et al (US 6,422,971). This basis for rejection is respectfully traversed.

Claim 1 has been amended to clarify that the first planet gear openings are dimensioned such that each first planet gear is entirely exposed radially. Katou, et al discloses a planetary carrier wherein a plurality of planet gears (pinions) (P1) and (P2) are housed between a cover (1) and a main body (2). The office action refers to planet gears (P2) as corresponding to the plurality of first planet gears recited in claim 1.

In Katou, et al, main body (2) includes supporting walls (22) and connecting walls (24) and (25) that form U-shaped boxes for housing planet gears (P2). The connecting walls (24) and (25) are provided for strengthening the U-shaped boxes as recited at column 6, lines 10-15. However, providing such connecting walls results in a housing space wherein a portion of each planet gear (P2) is covered when viewed radially. Katou, et al actually teaches away from the presently claimed subject matter because entirely exposing the planet gears (P2) would weaken the planetary carrier.

Claims 36-38 were rejected under 35 U.S.C. §103(a) as being unpatentable over Katou, et al in view of Silvestri (US 4,187,740) and Bellman, et al (5,382,203). This basis for rejection is respectfully traversed for the reasons noted above.

Furthermore, it is well known that planetary gear mechanisms used in high pressure air turbine gear train assemblies, such as those disclosed in Silvestri, are subjected to extreme loads and shocks. A planetary gear mechanism constructed of a light alloy most likely would be destroyed in a short time. Clearly, there is no motivation to save a few ounces of weight in a several ton military

vehicle and risk destruction of the transmission under combat conditions. Otherwise, the terrorists would win.

Claim 35 was rejected under 35 U.S.C. §103(a) as being unpatentable over Katou, et al in view of Staheli, et al (US 2002/0187870). This basis for rejection is respectfully traversed.

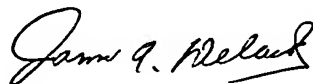
Claim 35 has been amended to clarify that the bushing surrounds its corresponding pinion pin. Staheli, et al discloses a planetary gear arrangement wherein a planet carrier (18) is secured to a housing (12) by shear bushings (50) and screw plugs (52). Clearly, the screw plugs (52) are not pinion pins. Thus, Staheli, et al neither discloses nor suggests the subject matter recited in claim 35.

Claim 40 was rejected under 35 U.S.C. §103(a) as being unpatentable over Tabe (US 6,010,425) in view of Katou, et al. This basis for rejection is respectfully traversed.

Like claim 1, claim 40 has been amended to clarify that the first planet gear openings are dimensioned such that each first planet gear is entirely exposed radially. As noted above, Katou, et al's connecting walls (24) and (25) result in a housing space wherein a portion of each planet gear (P2) is covered when viewed radially. Katou, et al teaches away from the presently claimed subject matter because entirely exposing the planet gears (P2) would weaken the planetary carrier.

Accordingly, it is believed that the rejections under 35 U.S.C. §102 and §103 have been overcome by the foregoing amendment and remarks, and it is submitted that the claims are in condition for allowance. Reconsideration of this application as amended is respectfully requested. Allowance of all claims is earnestly solicited.

Respectfully submitted,



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